

2006
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
253
Town of Leesburg

Information in this report is included in Report
53
(Loudoun County)

Prepared By
Virginia Department of Transportation
Traffic Engineering Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.






QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Frontage Road (F precedes frontage route number)	
	Secondary Route	

Special Routes

	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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Town of Leesburg

Route		Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
		From	Bus SR 7; WCL Leesburg														
<div><div>7</div></div>	Market St West	Town of Leesburg (Maint: 53)	1.85	51000	G	97%	1%	1%	1%	1%	0%	F	0.081	F	0.842	57000	G
		To	US 15 King St														
<div><div>7</div></div>	<div><div>15</div></div> Leesburg Bypass	Town of Leesburg (Maint: 53)	1.60	55000	G	94%	1%	1%	1%	2%	0%	C	0.077	F	0.516	60000	G
		To	US 15, BUS SR 7 Market St														
<div><div>7</div></div>	Market St East	Town of Leesburg (Maint: 53)	1.83	66000	G	97%	1%	1%	1%	1%	0%	F	0.072	F	0.57	72000	G
		To	ECL Leesburg														
		From	WCL Leesburg														
<div><div>Bus</div><div>7</div></div>	Market St	Town of Leesburg	0.12	14000	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.787	15000	G
		To	Fairview St														
<div><div>Bus</div><div>7</div></div>	Market St	Town of Leesburg	0.25	12000	G	99%	0%	1%	0%	0%	0%	C	0.092	F	0.764	13000	G
		To	253-4206 Loudoun St														
<div><div>Bus</div><div>7</div></div>	Market St	Town of Leesburg	0.27	8600	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.745	9400	G
		To	253-4205 Ayr St														
<div><div>Bus</div><div>7</div></div>	Market St	Town of Leesburg	0.36	9000	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.675	9800	G
		To	Bus US 15														
<div><div>Bus</div><div>7</div></div>	Market St	Town of Leesburg	0.09	12000	G	98%	0%	1%	0%	0%	0%	F	0.079	F	0.523	13000	G
		To	Church St														
<div><div>Bus</div><div>7</div></div>	Market St	Town of Leesburg	0.23	9100	G	98%	0%	1%	0%	0%	0%	C	0.077	F	0.550	10000	G
		To	253-4206 Loudoun St														
<div><div>Bus</div><div>7</div></div>	Market St	Town of Leesburg	0.27	19000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.514	21000	G
		To	253-4200 Catoclin Circle														
<div><div>Bus</div><div>7</div></div>	Market St	Town of Leesburg	0.71	32000	G	98%	0%	1%	0%	0%	0%	F	0.074	F	0.544	35000	G
		To	US 15; SR 7														
		From	SCL Leesburg														
<div><div>15</div></div>	King St	Town of Leesburg	1.09	17000	G	91%	1%	2%	2%	5%	0%	C	0.079	F	0.595	19000	G
		To	253-4209 Evergreen Mill Rd														
<div><div>15</div></div>	King St	Town of Leesburg	0.38	32000	G	91%	1%	2%	2%	5%	0%	F	0.082	F	0.61	35000	G
		To	SR 7, Bus US 15														
<div><div>15</div></div>	<div><div>7</div></div> Leesburg Bypass	Town of Leesburg (Maint: 53)	1.60	55000	G	94%	1%	1%	1%	2%	0%	C	0.077	F	0.516	60000	G
		To	SR 7 Market Street East														
<div><div>15</div></div>	Leesburg Bypass	Town of Leesburg	0.75	53000	G	94%	1%	1%	1%	3%	0%	F	0.078	F	0.627	56000	G
		To	253-4208 Edwards Ferry Rd														
<div><div>15</div></div>	Leesburg Bypass	Town of Leesburg	1.18	32000	G	94%	1%	1%	1%	3%	0%	F	0.080	F	0.634	33000	G
		To	NCL Leesburg														

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Town of Leesburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 15 King St	From: US 15, SR 7 To: 253-4200 Catoctin Circle Town of Leesburg	0.56	25000	G	97%	1%	1%	0%	1%	0%	C	0.096	F	0.612	27000	G
Bus 15 King St	From: 253-4200 Catoctin Circle To: 253-4200 Catoctin Circle Town of Leesburg	0.08	12000	G	97%	1%	1%	0%	1%	0%	F	0.092	F	0.553	13000	G
Bus 15 King St	From: Fairfax St To: Fairfax St Town of Leesburg	0.40	10000	G	97%	1%	1%	0%	1%	0%	F	0.087	F	0.511	11000	G
Bus 15 King St	From: 253-4206 Loudoun St To: 253-4206 Loudoun St Town of Leesburg	0.23	9600	G	98%	1%	1%	0%	0%	0%	F	0.082	F	0.549	10000	G
Bus 15 King St	From: North St To: North St Town of Leesburg	0.87	8900	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.532	9800	G
	From: NCL Leesburg To: NCL Leesburg															
East 267 Dulles Greenway	From: US 15 Leesburg Bypass To: US 15 Leesburg Bypass Town of Leesburg (Maint: TOL)	0.69	21000	N	98%	0%	0%	0%	0%	0%	N	NA			22000	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	N	98%	0%	1%	0%	1%	0%	N	NA			45000	N
	From: SCL Leesburg To: SCL Leesburg															
West 267 Dulles Greenway	From: US 15 Leesburg Bypass To: US 15 Leesburg Bypass Town of Leesburg (Maint: TOL)	0.70	21000	G	98%	0%	1%	0%	1%	0%	F	NA			23000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	N	98%	0%	1%	0%	1%	0%	N	NA			45000	N
	From: SCL Leesburg To: SCL Leesburg															

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						2Axle	3+Axle	1Trail	2Trail								
Town of Leesburg																	
F826	0.06	NA	From:	WCL Leesburg								NA		NA			
			To:	Dead End													
F929	0.25	NA	From:	Cul-de-Sac								NA		NA			
			To:	Dead End													
9282 5.3	0.08	280	From:	253-4200 Catoctin Cir								NA		NA		1999	
			To:	Dead End													
9284 5.3	0.01	380	From:	Douglas Elementary School								NA		NA		1999	
			To:	Douglas Elementary School													
9536 5.3	0.13	610	From:	Dead End								NA		NA		1999	
			To:	253-4205 Dry Mill Rd													
1	Battlefield Parkway	0.83	6200	G	98%	1%	1%	0%	0%	0%	C	0.103	F	0.525	6800	G	2006
1	Battlefield Parkway	0.42	3500	G	97%	1%	From: US 15 Leesburg Bypass				C	0.123	F	0.566	3800	G	2006
							To: Smartts Lane										
1	Battlefield Parkway	0.98	NA				From: 253-4208; Gap				NA			NA			
							To: 253-3; Gap										
1	Battlefield Parkway	0.59	NA				From: SR 7 Market St East				NA			NA			
							To: US 15 Leesburg Bypass										
3	Fort Evans Rd	0.84	8200	G	98%	0%	1%	0%	0%	0%	C	0.095	F	0.556	8900	G	2006
4	Plaza St	0.44	9000	G	98%	1%	From: Bus SR 7 Market St				F	0.092	F	0.602	9900	G	2006
							To: 253-4208 Edwards Ferry Rd										
4	Plaza St	0.48	4200	G	98%	1%	1%	0%	0%	0%	C	0.106	F	0.633	4600	G	2006
4	Plaza St	0.32	2200	G	98%	1%	1%	0%	0%	0%	F	0.116	F	0.706	2400	G	2006
5		0.29	NA				From: SR 7 Market St East				NA			NA			
							To: NCL Leesburg										
4200	Catoctin Cir	0.84	NA				From: 253-1				NA			NA			
							To: 0.29 Mi N Bus 7; E Market St										
4200	Catoctin Cir	0.29	6800	G	97%	0%	2%	0%	0%	0%	F	0.097	F	0.515	7400	G	2006
4200	Catoctin Cir	0.17	15000	G	97%	0%	2%	0%	0%	0%	F	0.089	F	0.552	17000	G	2006
4200	Catoctin Cir	0.63	16000	G	97%	0%	2%	0%	0%	0%	C	0.089	F	0.571	18000	G	2006
4200	Catoctin Cir	0.57	7000	G	97%	0%	2%	0%	0%	0%	F	0.113	F	0.757	7700	G	2006
4200	Catoctin Cir	0.38	4200	G	97%	0%	2%	0%	0%	0%	F	0.109	F	0.729	4600	G	2006
4200	Catoctin Cir	0.29	3300	G	97%	0%	2%	0%	0%	0%	F	0.103	F	0.687	3600	G	2006

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						2Axle	3+Axle	1Trail	2Trail									
Town of Leesburg																		
(4200) Fairview St	0.64	2500	From:	Market St W								F	0.142	F	0.542	2700	G	2006
			To:	Old Waterford Rd														
(4201) Sycolin Rd	1.61	6700	From:	SCL Leesburg								F	0.098	F	0.72	7400	G	2006
			To:	US 15 Leesburg Bypass														
(4201) Sycolin Rd	0.64	11000	From:	G 92% 3% 3% 2% 1% 0%								F	0.095	F	0.608	12000	G	2006
			To:	Bus SR 7														
(4205) Dry Mill Rd	0.59	4700	From:	WCL Leesburg								C	0.205	F	0.954	5200	G	2006
			To:	Lee Ave														
(4205) Dry Mill Rd	0.25	4900	From:	G 98% 0% 1% 0% 1% 0%								F	0.167	F	0.754	5300	G	2006
			To:	Catocin Cir														
(4205) Dry Mill Rd	0.49	2700	From:	G 98% 0% 1% 0% 1% 0%								F	0.126	F	0.614	2900	G	2006
			To:	W Loudoun St														
(4205) Ayr St	0.09	690	From:	Loudoun St								F	0.122	F		750	G	2006
			To:	Market St														
(4206) Loudoun St	0.28	4900	From:	Market St West								C	0.097	F	0.867	5400	G	2006
			To:	253-4205 Ayr St														
(4206) Loudoun St	0.35	7700	From:	G 98% 0% 1% 0% 0% 0%								F	0.095	F	0.706	8400	G	2006
			To:	Bus US 15														
(4206) Loudoun St	0.30	10000	From:	G 98% 0% 1% 0% 0% 0%								C	0.097	F	0.518	11000	G	2006
			To:	Market St East														
(4208) Edwards Ferry Rd	0.11	3500	From:	E Market St								F	0.094	F	0.546	3800	G	2006
			To:	Harrison St														
(4208) Edwards Ferry Rd	0.41	4000	From:	G 99% 0% 0% 0% 0% 0%								C	0.096	F	0.501	4400	G	2006
			To:	Prince St														
(4208) Edwards Ferry Rd	0.20	9000	From:	G 99% 0% 0% 0% 0% 0%								F	0.093	F	0.527	9800	G	2006
			To:	Washington St														
(4208) Edwards Ferry Rd	0.15	9400	From:	G 99% 0% 0% 0% 0% 0%								F	0.093	F	0.531	10000	G	2006
			To:	Plaza St														
(4208) Edwards Ferry Rd	1.17	14000	From:	G 99% 0% 0% 0% 0% 0%								F	0.089	F	0.572	16000	G	2006
			To:	US 15														
(4209) Evergreen Mill Rd	1.01	11000	From:	US 15								C	0.111	F	0.632	12000	G	2006
			To:	Masons Lane														
(4209) Evergreen Mill Rd	0.01	9000	From:	Mason Lane								N	0.103	N	0.730	9200	N	2006
			To:	53-621 JB-253 SCL LEESBURG														
(4210) Country Club Drive	0.40	2200	From:	Bradfield Dr								F	0.097	F	0.515	2400	G	2006
			To:	US 15 King St														
Cardinal Park Dr		5700	From:	Trailview Blvd									0.089	F		5700	G	2006
			To:	Market St														
Catocin Cir		410	From:	Edwards Ferry Rd									0.099	F		410	G	2006
			To:	.19MN Edwards Ferry Rd														
Governors Drive		1300	From:	Country Club Drive									0.105	F	0.753	1300	G	2006
			To:	US 15														

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						2Axle	3+Axle	1Trail	2Trail								
Town of Leesburg																	
		From:	Dead End														
Trailview Blvd Prop		1800	G								0.132	F	0.548	1800	G	2006	
		To:	Cardinal Park Dr														